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HONGKONG, SATURDAY, NOVEMBER 28, 1915.

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General Subordinate to Emperor.

Articles from German sources published in New York on October 10th do not confirm the report that the Kaiser formally ordered von Moltke to Chief of Staff, but they intimate very clearly that dissatisfaction with Moltke has accumulated to such a degree that he has virtually been deprived of much of the executive authority, which is now vested in a Commission of the Emperor's most trusted soldiers and personal friends.

It is inferred that Moltke would have been disgraced several weeks ago, but the Kaiser was advised that such a policy would be fraught with the gravest result, as regards the army and the nation whose complete confidence in the General Staff is essential to success, and so von Moltke, shortly after the retreat from Paris was begun, was practically stripped of his prestige and power, and has become to all intents and purposes the mere mouthpiece of the Emperor's war council.

Military writers here, while admitting that the German campaign has been marked by many errors which will have a permanent effect upon the course of the war, seem rather to sympathize with Moltke, on the ground that he has never been allowed a free hand in the management, and his own personal judgment has been thwarted on vital issues by influential members of the Kaiser's entourage.

It has been the custom at the great German maneuvers in time of peace for "Silent Moltke" to subordinate himself to his Imperial master in all things, and critics have emphasized that when the hour struck for Germany it was too late for the Chief of Staff to assert himself and in a single day to "unlearn the habit of subservience and court-like obedience of a professional fighting."

RIVALS AT HEADQUARTERS.

The result, to quote from German reviews received here, is that the campaign has been marked by lack of unity in strategy, the gravest dissension at headquarters between two rival factions of "counselors," and above all, by the weakening of the German forces in France at a time when the maximum of strength from the standpoint of strategy and tactics was essential to secure success.

How far divided councils at German headquarters were responsible for the withdrawal of the German battalions from France to Germany at the moment when they were vitally necessary to oppose the Allied armies seem uncertain, but American military attaches, who know Moltke personally, and respect him as a soldier, are disinclined to believe that Moltke, though very far from a military genius, would have fallen into the trap set by Russian strategists, whose feat en masse in East Prussia was construed by the German General Staff as an attack in force, and who sent the German legions to waste their time in East Prussia, with the result that the Russians achieved their main objective in Galicia, and inflicted a crushing defeat upon the Austrian army.

American strategists who have followed the war from the start, and who possibly revise the military news with greater impartiality and detachment than is possible just now in Paris, Berlin or London, declare to-day that "So far as history to date is concerned, the Russian military prestige has shown to great advantage than the German," and they predict that the effect of the German defeat on the Niemen will help very substantially in protecting the right flank of Russia's great advance in Poland, en route probably for Berlin.

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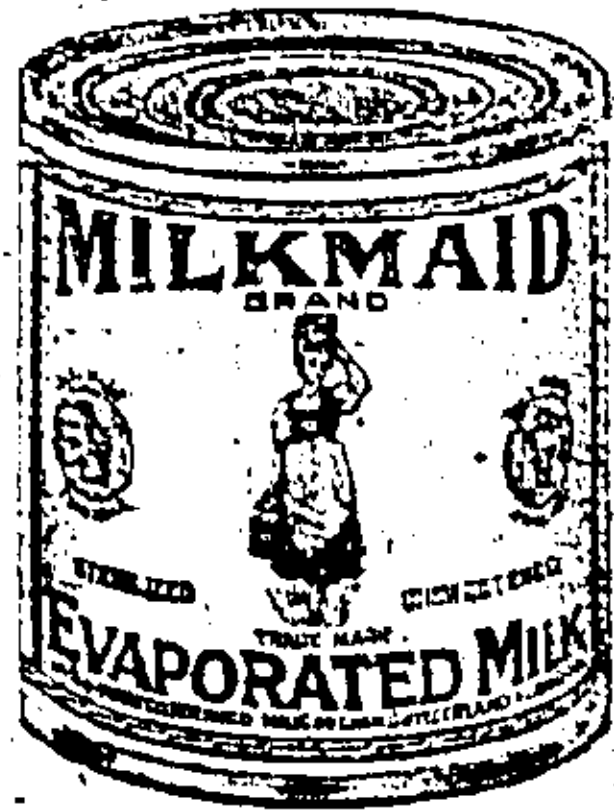
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SATURDAY, 23rd NOVEMBER.
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5 P.M. 'SUI AN.'

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5 P.M. 'FATSHAN.'

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The Company's new Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 1.30 P.M.
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BUSINESS NOTICES.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

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85 cts per lb.

Roasted & Ground daily the best Java Coffee

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GRAND HOTEL

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping people.

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ESSENCE OF FLUID EXTRACT OF RED JAMAICA.

"We would make the highest of it."

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THE WONDERFUL PURIFIER of the HUMAN BLOOD.

For Torpid Liver, Debility, ERUPTIONS, &c.

WILKINSON'S INDISPENSABLE TO

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Cruickshank's Cough Remedy.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND ALL DISEASES OF THE CHEST AND LUNGS.

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Martin's Mixture.

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JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

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The Cocoa with the most delicious flavour.

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Hongkong, Dec. 17, 1915.

Lastly, there is the Neutral Press service, from which great things were anticipated, but which has not yet come up to expectations. First, the scholars were authorised to explain to neutral countries in which their names might carry weight why Germany was right in going to war. The Prokurator of International Law in Berlin appears to be well known in Italy, and he has succeeded himself to Italian professors and Italian newspapers. His references to Belgium were necessarily a little vague.

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THE DIARY.

MEMO. FOR TO-MORROW.

8 a.m.—Excursion to Macao.

MEMO. FOR MONDAY.

St. Andrew's Day.
9 p.m.—Scotch Concert at Theatre Royal.

General Memoranda.

TUESDAY, December 1—

Queen Alexandra's birthday.
2.20 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.
3.45 p.m.—Sanitary Board Meeting.
Second Series of War Pictures at Victoria Theatre.

WEDNESDAY, December 2—

Accession of Emperor of Austria-Hungary (1849).
2.30 p.m.—Auction of Jewellery at Messrs. Hughes and Hough's.

THE EDWARD DISPENSARY.

C. KAMMING & Co., Ltd.
Chemists and Druggists.

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.
Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1915.

men indicating clearly that the recipient is engaged in the manufacture of munitions of war, and therefore is unable to serve his country in any other way. Such an acknowledgment of splendid, yet silent, service, given as it is, without exception, in a full patriotic spirit, would itself be cherished and prove a stimulus, if such be needed, to still greater self-denying efforts. There is, it may be added, an ample sufficiency of eligible men to meet the needs of the fighting line without trenching on that great army of providers of the necessities of warfare which must be met in ever-increasing quantity and with ever-growing urgency.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Government Gazette notices that it is the intention of H. E. the Governor to make an order directing the removal, within one month, of all graves on the site of the western altar beds.

The financial statement for the month of September issued by the Treasury shows that the revenue of the Colony for the last to the 30th amounted to \$794,334.48 and the expenditure to \$780,253.00. The credit balance during the month was increased from \$9,344,337.34 to \$13,383,203.82.

Today is being observed at St. John's Cathedral as a day of intercession for foreign missions. At 10.30 a.m. an address will be given by the Bishop of Victoria. The Bishop will also preach at the Cathedral in the morning.

Monday the Bishop will give an address at St. Andrew's, Kowloon, Dedication Festival at 6 p.m.; and on Tuesday deliver the first of a series of lectures on the Advent at St. Paul's College at 10.45 a.m.

CARGO ON ENEMY PRIZES.

The following notice appears in the Government Gazette:—

Colonial Secretary's Department.
The following notification which was inserted in the *London Gazette* of the 19th of September indicating the procedure to be taken by persons having any interest in cargoes other than enemy cargoes laden on enemy ships captured and taken into French ports, is published for general information.

VESSELS DETAINED OR CAPTURED BY THE FRENCH NAVAL AUTHORITIES.
With reference to the notices which appeared in the *Supplementary London Gazette* of the 12th instant and *London Gazette* of the 22nd instant on this subject, His Majesty's Government have now received from the French Ambassador a copy of a notification which was published in the *Journal Officiel* of the 16th instant, and of which the following is a translation:—

"All persons having any interest in cargoes other than enemy cargoes laden on enemy ships captured and brought into French ports, and requiring a release of such cargoes or portion of cargoes, shall make inquiries to the 'Préfet Maritime' of the district in which the ship is detained."

"The 'Préfet Maritime' will, through the intermediary of the 'Commissaire Chef du Service des Soins' or his representative, require proof of ownership and particulars as to freight, whether paid or unpaid."

"In cases where the title of the subjects or citizens of the allied or neutral States is clear and established without doubt on the satisfaction of the 'Préfet Maritime', such cargoes or portions of cargoes will be released with as little delay as possible, provided that no question of contraband arises, and subject to the adjustment of any matters relating to freight or other charges falling on the cargo. In doubtful cases recourse to the ordinary Prize Court procedure will be necessary."

With regard to cases which come before the French Prize Court established at Bordeaux (21 Rue Vauhan), the French Ambassador states that the interested parties should present their claims to the Court through the intermediary of an Advocate of the Council of State.

A STERN PROCLAMATION.

COPENHAGEN, Oct. 11.
A German official communiqué states that General von Bessler has issued the following proclamation to the citizens of Antwerp:

"The German Army enters your city as a victor. No harm will be done to any citizen, and your property will be spared if you avoid any hostile action. Any insubordination will be punished by Court martial and may result in the destruction of your beautiful city."—*Central News.*

A FAVORITE RUN DOWN.

THE golfer, the football player and the champion athlete know the value of a run down after a hard game. All nervous disorders, like indigestion, headache and neuritis are cured in one-third less time than by any other treatment. For sale by all Chemists and Druggists.

THE BORDERERS AT TSINGTAU.

MORE STORIES OF THE SEIGE.

Some Japanese casualties occurred after the capitulation by the explosion of German mines which they were engaged in removing from the vicinity of the forts.

The Germans showed a deal of ingenuity in their defence works. Much sanctifying fighting took place on the banks of the river near the entrance to the city. The best of this stream was covered with concrete wire in which mines were attached, and on the banks were trip wires so arranged that anyone stumbling over them would fall upon sharpened stakes driven into the ground. Some of the wires of their entanglements were charged with high voltage electric current.

The Borderers lay entrenched four miles at Yang Chia Chung. Their trenches were proof against shrapnel, but were not strong enough to stop the bombs thrown by the German aeroplanes which did a great deal of excellent observation work. The pilot several times found the British trenches, but fortunately his bombs were very inferior and most of them failed to explode. The Borderers describe them as being made of coffee tin, with tin propelled to keep them in an upright position during descent, which fell in the British lines and did not explode as filled with sticks of dynamite. Capt. Collier, of the Australian Intelligence Staff, who was attached to the Borderers in charge of transport, fired at it and exploded it.

The British troops fought on the Borderers' right during the whole of the operations.

Searchlights played incessantly from the German forts, but though they brilliantly illuminated the British trenches the Germans did not seem to profit much by them. Sometimes at night their beams would catch a Borderer standing up during trench digging operations, and he would think all was over, but the beam passed on. Almost invariably on discovering a moving object the beam was quickly flung back before it passed on, and the Borderers, getting to know this movement, always lay close until its second impulsion was completed. Then they were generally safe, at any rate for a time.

Most of the British casualties were sustained on the night of November 5, when the troops crept up very close to the enemy's positions. The advance lay over a river bed, with wire entanglements and mines, while on the other side was a high whitewashed wall. The British troops crossed the river under a galling shrapnel fire and managed to dig themselves in on the roadway on the summit of the wall practically unobserved. The wire entanglements were eight yards wide, but they did not stop the attack.

On many occasions the Sikhs and Borderers were digging trenches within 300 yards of the enemy's positions. The attack, which interrupted the work very frequently, was when the observer saw one thrown he shouted "Down" and every one had to lie flat.

The Germans fired several shots after the white flag was hoisted.

It was very cold in the trenches and generally there was no room to stretch out to sleep.

Major Munns was killed by shrapnel, and two other officers were wounded. The pun-pun guns are described as having a very bad effect on our morale.

As soon as they opened fire everybody lay flat. The pun-pun of C Company was hit by one of these shells.

The floods caused a great deal of damage. One officer had all his kit washed away and was left with only the clothes he was wearing. Very often the trenches were filled with water.

Everybody was enthusiastic about the work of Lieut. Simpson, of the Royal Scots, who went out scouting every night to find positions for advanced trenches. There he indicated with small pieces of cloth fixed on sticks.

Smoking Japanese, he was generally accompanied by one or two Japanese engineers, and on these expeditions carried a Japanese sword.

The German officers threw away their revolvers before they surrendered the fortress, and some of them were picked up by the British officers as curios.

At the Marine Court this morning, before Commander Basil Taylor, J.N., a motorboat coxswain employed by A. King, Wanchai, was fined \$15 for unlawfully moving his boat about the harbour after sunset contrary to the Harbour Master's orders. He pleaded guilty.

Lieut. Barroeth, R.N.V.R., said the fault might really be his, as he hired the motorboat at 5.15 to get to his duty at Ninepoint. He thought that the coxswain would reach his mooring before dark.

At the Marine Court this morning, before Commander Basil Taylor, J.N., a motorboat coxswain employed by A. King, Wanchai, was fined \$15 for unlawfully moving his boat about the harbour after sunset contrary to the Harbour Master's orders. He pleaded guilty.

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PRIZE COURT.

THE STAMER HANAMETAL.

In the Prize Court this morning the Pains Judge (Mr. Justice Gumpert) heard the evidence of Capt. Fitzmaurice, commander of H.M.S. Triumph, in regard to the application by the master and owner of the captured American ship Hanametel for its restoration, and costs and damages for its seizure. The Hanametel was taken by the Triumph near Taioyang.

Mr. Eldon Potter appeared for the owner and master; and the Attorney General represented the Crown.

His Lordship said he had requested Capt. Fitzmaurice to give evidence because there were one or two matters which arose on his affidavit which he thought would be clearer if Capt. Fitzmaurice gave evidence. He concluded with the evidence of the German master.

Capt. Fitzmaurice was shown a rough diagram of the ship's positions drawn by Capt. Hannigan and agreed that it was correct but said it did not represent the positions of the vessels when the Hanametel was first sighted, as stated by the master, but the positions some time later. When German colours were hoisted the Triumph was probably two miles away, five miles north when she was first sighted. Capt. Hannigan must undoubtedly have seen the German colours.

His Lordship informed the witness that Capt. Hannigan stated in evidence that he did not at once notice the colours, that he did not mistake the Triumph for a German ship but thought possibly she was a Japanese ship. Capt. Hannigan also mentioned differences between the Triumph and German ships on the China station.

Asked by His Lordship whether he thought it possible for a German Naval Reserve officer who had been several years on this station to mistake the Triumph for a German ship, Capt. Fitzmaurice replied: "I think that is what he did; he was delighted to see a friendly flag and went towards it like a needle to a magnet."

Cross-examined by Mr. Potter witness said he could not agree to the converse—that Capt. Hannigan might not have mistaken the Triumph. He thought the witness was "father to the thought" in this case. The position he took was that Capt. Hannigan positively mistook the Triumph for a friendly ship, possibly for the Beharabhor or Gelsenau. There were differences between the Triumph and Schminnow or Gelsenau which might strike a layman. The Clio was acting under his orders when she stopped the Hanametel, or he gave the ship's position so that the Triumph could complete the Clio's preliminary examination.

His Lordship reserved his decision, and intimated that he wished to consult counsel in chambers regarding the appointment of an assessor to advise him on several technical points in the evidence.

On many occasions the Sikhs and Borderers were digging trenches within 300 yards of the enemy's positions. The attack, which interrupted the work very frequently, was when the observer saw one thrown he shouted "Down" and every one had to lie flat.

The floods caused a great deal of damage. One officer had all his kit washed away and was left with only the clothes he was wearing. Very often the trenches were filled with water.

Everybody was enthusiastic about the work of Lieut. Simpson, of the Royal Scots, who went out scouting every night to find positions for advanced trenches. There he indicated with small pieces of cloth fixed on sticks.

Smoking Japanese, he was generally accompanied by one or two Japanese engineers, and on these expeditions carried a Japanese sword.

The German officers threw away their revolvers before they surrendered the fortress, and some of them were picked up by the British officers as curios.

At the Marine Court this morning, before Commander Basil Taylor, J.N., a motorboat coxswain employed by A. King, Wanchai, was fined \$15 for unlawfully moving his boat about the harbour after sunset contrary to the Harbour Master's orders. He pleaded guilty.

Lieut. Barroeth, R.N.V.R., said the fault might really be his, as he hired the motorboat at 5.15 to get to his duty at Ninepoint. He thought that the coxswain would reach his mooring before dark.

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WEST RIVER RELIEF FUND.

THE SUB-COMMITTEE'S REPORT.

The Sub-Committee's report on the work done in connection with the West River Floods, 1914, was as follows:—

The collection of funds for the relief was carried out in two parts—Chinese and Non-Chinese. The work connected with the Chinese was, in accordance with old custom, undertaken by the Tung Wa Hospital, who canvassed their countrymen abroad as well as those in the Colony. The total sum collected from these sources amounted to \$15,437.64, to which total it is still possible there may have to be added a few belated subscriptions.

In addition to the work of the Tung Wa Hospital the Chinese members of the Committee under the Chairmanship of Mr. Lau Pak Tak organised a highly successful Bazaar and Theatre. It involved a vast deal of work in a short time but resulted in the addition to the Funds of the extraordinary total of \$90,000, which sum has been paid to the Flood Relief Committee under the conditions.

(1)—That it is used only for relief in connection with Floods in Kwong-tung or Kowloon.

(2)—That the Chairman of the Chinese Chamber of Commerce, representing the Chinese Chamber of Commerce, should be a member of the Flood Relief Committee.

Condition (2) is at present satisfied, as the Hon. Mr. Lau Pak Tak is Chairman of the Chinese Chamber of Commerce.

The European subscriptions were in the capable hands of Sir Paul Carter, and though no separate subscription lists were published he has been able to credit the Tung Wa Hospital with \$34,812.40. In addition Messrs. Norman and Co. have supplied to the Stationery and Printing work free of charge.

Adding the Hongkong Government subscription of \$50,000, there was therefor a total of \$343,136.96 at the disposal of the Committee. Messrs. Tong Yai Chun and Chan Yui King, members of the Tung Wa Hospital, volunteered their services and with Mr. A. E. Wood, who was especially seconded for the duty, investigated conditions on the spot and arranged for such immediate relief as was necessary. Mr. Wood's periodic reports were published in the Press. The Tung Wa Hospital were meanwhile in communication with the sufferers, and despatched cargoes of rice and biscuits wherever necessary, in addition to satisfying the requirement of Mr. Wood.

The Tung Wa Hospital representatives, Mr. Hing and Mr. Hing, to the total value of \$34,812.40 were sent up and carried out, and it is satisfactory to know that the measures taken ensured that all reached the people for whom it was intended. The balance still remaining to the credit of the Fund with the Tung Wa Hospital, as will be seen from the accounts, amounted to \$108,758.13, which sum has been paid over to the Hon. Treasurer for the credit of the General Fund.

It was at first proposed that this money should be used to assist in the construction of a bridge at the mouth of the Tung Wa River, but this was abandoned in favour of temporary embankments to allow the autumn crop being planted. On further discussion between our representatives from Hongkong and those of other Charitable Societies in Canton and the lending men of the district affected, it was thought better to utilise the other funds available for urgent relief and the temporary work, which they were guaranteed to cover if the Hongkong Funds could be utilised later on—and to apply the Hongkong money to the proper reconstruction of the broken embankments when the second crop was ready to be planted.

It is now therefore proposed to ask the consent of the General Committee to the following scheme:

Our representatives to go to Shin Hing (the expenditure in which district it was estimated that the funds would be absorbed) as soon as possible and arrange with the Ko Yiu Magistrate and representative elders for the division of a sum of \$50,000 between the various embankment centres of the district. This \$50,000 to be granted by our Committee to the Ko Yiu District.

The fullest publicity to be given our representatives to visit the embankments from time to time, and a proper account to be furnished by the Magistrate. The money will be spent in wages to local people for getting earth and stones, which will be the main material of repair, and the people going till they get in their second crop. If this \$50,000 is properly administered, further grants can be made on the same lines.

The consent of the General Committee to this expenditure of \$50,000 was obtained, and as a result of the action in consequence taken, a further report is now presented by Mr. Wood; and the Sub-Committee recommends the adoption in full of the proposals contained therein.

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The

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named—	STEAMERS	To San	REMARKS
LONDON, via UGANDA PORT	ORIENTAL	8th Dec.	See Special
of CALL	Cap. A. L. VANDERSTRAAT	About	Freight and
SHANGHAI	Cap. G. W. COCHRAN, R.N.R.	6th Dec.	Passage.
SHANGHAI, MOI, ROBE	NILE	About	Freight and
& YOKOHAMA	Cap. H. POWELL	27th Dec.	Passage.
COCHON & GINOA	NAGOYA	Noon	Freight and
via SINGAPORE, PANG, CHINA	Cap. W. H. SWENY, R.N.R.	1st Jan.	Passage.
1000 TONS & MANILA			

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPRESS OF RUSSIA' and 'EMPRESS OF ASIA' are now quadruple screw 21 knot turbine steamers of 18850 tons gross—30,625 tons displacement—the finest, fastest, and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPRESS OF RUSSIA	Optional Atlantic Port £71.10.
EMPRESS OF ASIA	do do £65.
EMPRESS OF INDIA	do do £65.
EMPRESS OF JAPAN	do do £65.

MONTAGUE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£43.

Boston or New York—£45.

Meals and sleeping car across Canada not included in any of above rates. If required each will cost £5 additional.

Passengers purchasing Trans-Pacific Round Trip tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.

or by the Canadian Pacific Railway Co.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent.

Corner Pedder Street and Fraya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, OLAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	From Colombo:
25th November. Connecting with "GUJARAT"	17th December.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND APAR LINE.

Proposed Sailings from Hongkong

Steamer from Hongkong:	On or about	Connecting at Calcutta with	on or about
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For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.

For Freight & further particulars, apply to

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THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

1st. PANBI MARU, For Moji & Kobe ... 21st Dec.

2nd. RIYUN MARU, For S'pore, Batavia, C'lon, Samarang & Sourabaya 22nd Dec

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 18000 tons NILE 18000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA ... Sailing TUESDAY, 1st Dec., 1 p.m.

S.S. PERSIA (via Manila) ... WEDNESDAY, 18th Dec., Noon

S.S. KOREA ... TUESDAY, 22nd Dec., 1 p.m.

S.S. SIBERIA ... TUESDAY, 29th Dec., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all winter swimming tank, Philharmonic orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,

King's Building (opposite Blake Pier), Telephone No. 141

† For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed.

NIPPON MARU 11,000-18 knots From Kobe, 1st Dec.

SHINYO MARU 22,000-21 knots From Hongkong, 3 Dec.

CHIYO MARU 22,000-21 knots From Hongkong, 5 Jan.

TENYO MARU 22,000-21 knots From Hongkong, 26 Jan.

Steamers via Shanghai will be despatched at NOON.

First Class to London ... £71-10. Return (6 months) £120.

First Class to New York ... £60. " " £98-10.

" " San Francisco ... £45. " " £83.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer Displacement Tons & Speed. Sailing.

ANYO MARU 18,500-15 knots.

For full particulars as to Passage and Freight apply to

O. WURIU Acting Agent.

Telephone 281. KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE SUBJECT TO MODIFICATION

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

ST. ALBANS December 2nd December 23rd

ALDENHAM January 2nd January 29th

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents

From the CHINA MAIL Office

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO	TAMING	Nov. 29, Daylight
SHANGHAI	LIANGCHOW	Nov. 29, Daylight
HONGKONG & BANGKOK	KANSHU	Nov. 29, at 11 a.m.
MANILA, CEBU & ILOILO	CHINSHU	Dec. 1, at 4 p.m.
SHANGHAI	KANSHU	Dec. 1, at 4 p.m.
SHANGHAI	LIANGCHOW	Dec. 3, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	Dec. 3, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTIAN' and S.S. 'HANUL'.

MANILA LINE. Twin Screw Steamers 'Chinshu', 'Taming' & 'Tan' on deck, all on 'Taming' and 'Tan'. SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenai' and the s.s. 'Kanchow', 'Liangchow', 'Linchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

(SUBJECT TO ALTERATION).		
For	STEAMERS	To Sail
†SHANGHAI, KOBE & MOI, NANSANG	SUNDAY.	Nov. 29, Daylight
KOBE & MOI, NANSANG	FOOSHING. TUESDAY.	Dec. 1, Daylight
HONGKONG & HAIPHONG, LOESANG	TUESDAY.	Dec. 1, Daylight
SINGAPORE, PENANG & FOOKSANG	TUESDAY.	Dec. 1, at 3 p.m.
†SHANGHAI, KOBE & MOI, KWONGSANG	THURSDAY.	Dec. 3, Daylight
SHANGHAI, KOBE & MOI, HANGSANG	FRIDAY.	Dec. 4, Daylight
SANDAKAN, HINSANG	SATURDAY.	Dec. 5, at Noon
SINGAPORE, PENANG & ONSANG	SATURDAY.	Dec. 5, at 3 p.m.
†MANILA, LOONGSANG	SATURDAY.	Dec. 5, at 3 p.m.
†SHANGHAI, KOONGSANG	SATURDAY.	Dec. 5, Daylight

RETURN TOURS TO JAPAN.

THE steamers Kulsong, Kwongsang & Kwongsang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Taming, Kwangsang, and Kwongsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

* Steamer have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafco, Tientsin, Dairen, Weihaiwei & Tsingtau.

‡ Taking Cargo on through Bills of Lading to Kndat, Lahad Datu, Simperu, Tawau, Jesselton, and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WEST at regular intervals

taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure.
LONDON & HULL	MERIONETHSHIRE	20th December.
LONDON	'RADNORSHIRE'	19th January.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE.

TACOMA & PORTLAND ... 'GLEN' ... 15th January.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals

taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SABBOON & CO., LTD. AGENTS.

SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MADRAG, RANEA PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-

VIA PERSIAN GULF, CONTIN-

ENTAL, AMERICAN AND SOUTH

AFRICAN PORTS.

THE Steamship ORIENTAL, Captain

A. L. VALENTINI, carrying His

Majesty's Mail, will be despatched

from this port for BOMBAY, on SATURDAY,

the 6th December, at Noon, taking

Passengers and Cargo for the above

ports in connection with the Company's

Steamship Muziris from Colombo. Pas-

sengers' accommodation in which vessel is

secured before departure from Hongkong.

Sik and Valuable, and Tea and Cargo

for Italy, France, and London (under

arrangement) will be transhipped at

Colombo into the mail steamer proceeding

direct to Marseilles and London. Other

Cargo for London etc., will be conveyed

via Bombay and transhipped to the s.s.

Colombo due in London on 15th January,

1915.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, Nov. 20, 1914.

THE AMERICAN & MANCHURIAN

(WESTWARD) LINE.

(ELLERMAN & BUCKNALL STEAMSHIP

Co. Ltd.)

FOR BOSTON & NEW YORK

Via SUEZ CANAL.

(With liberty to call at Malabar Coast).

THE Steamship

CITY OF BRISTOL,

Captain HENDERSON, will be despatched

as above on WEDNESDAY, the 6th

December.

For Freight etc. apply to—

THE BANK LINE, LIMITED.

General Agents.

Hongkong, Nov. 18, 1914. 1185

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Co.'s Steamship Namsang, having

arrived from the above Ports, Con-

signees of Cargo by her are hereby informed

that their Goods will be delivered from

alongside.

Cargo, impeding the discharge or remain-

ing on board after noon the 27th inst.,

will be landed at Consignee's risk and

expense.

No Fire Insurance will be effected.

Bill of Lading will be countersigned

by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, Nov. 25, 1914. 1238

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS, SHANGHAI & MANILA.

CONSIGNEES of Cargo per Steamship

MONGOLIA

HOTELS

KINGSLERE HOTEL

UNRIVALLED position in the HO

U district, overlooking the Botanical
Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously
fitted Bathrooms. Telephones and Electric
Fans.
Telephones in Bedrooms and Sitting-rooms
throughout.
Telephone No. 1192,
Cable Address, 'Sachsola.'
A. R. T. Code 5th Rd.
Hankow, September 1, 1905

KING EDWARD HOTEL

Central Location:

ALL ELEVATORS-TRAIN-Pass-Entrances
Electric Lifts, Fans and Lighting
European Baths and Sanitary Fixtures
Hot and Cold Water System throughout
Best of Food and Service.

TELEPHONE STD. 7
DEOGRAPHIC ADDRESS, R. B. NORTH
"VICTORIA" *Alameda*

2000-01-01

**PEAK TRAMWAYS COMPANY,
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes.
8.00 a.m.	to 10.00 a.m.	Every 10 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 10 minutes.
1.15 p.m.	to 1.45 p.m.	Every 10 minutes.
1.45 p.m.	to 2.15 p.m.	Every 10 minutes.
2.15 p.m.	to 5.00 p.m.	Every 10 minutes.
5.00 p.m.	to 8.10 p.m.	Every 10 minutes.

NIGHTY CAR.

5.50 p.m.	and 7 p.m.	to 11.30 p.m.	Every half hour.
11.09 p.m.	to 11.45 p.m.	Every quarter of an hour.	

SUNDAY

7.45 a.m. to 10.30 a.m....Every 15 minutes
10.50 a.m. to 11.30 a.m....Every 10 minutes
11.30 a.m. to 12 Noon....Every 15 minutes
12.00 Noon to 1.00 p.m....Every 10 minutes
1.00 p.m. to 6.00 p.m....Every 15 minutes
6.00 p.m. to 6.00 a.m....Every 10 minutes
6.00 p.m. to 7.00 p.m....Every 15 minutes
7.00 p.m. to 8.10 p.m....Every 10 minutes
NIGHT CARS as on Week Days.

SATURDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, **ALABAMA BURNING**
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON
General Managers

PATELL & CO.
Exporters & Importers

General Merchants
and
Commission Agents

HONGKONG. CANTON.
SHANGHAI AND
HANKOW.

NOTICE

HIGH-CLASS PRINTING

BOOK-BINDING.

THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Programmes, Maps, etc., etc.
Artistically Arranged and

Carefully Printed,
Clean Proofs and prompt delivery
guaranteed.
your send us the copy we do the rest.

**THE CHINA MAIL
TYPHOON
MAP and
GUIDE**

Enables one to locate the centre
of a Typhoon

MOUNTED ON CLAYBOARD AND
TAPED FOR HANGING

Price 40 Cents.

FROM THE CHINA MAIL OFFICE.

